



ORIENTEERING CLUB TRZIN

Motnica 15, 1236 Trzin www.oktrzin-klub.si, info@oktrzin-klub.si

SPRINT & WRE Event / PIRAN 2006

Sunday, 14.5.2006 www.oktrzin-klub.si/Piran2006/Eng/eng_fest_sport.htm

Slovenian Orienteering Federation

www.orientacijska-zveza.si

Slovenian National Sprint Championship

SPRINT



PIRAN, Sunday, 14.5.2006

How ELITE runners think at Sprint races?

Basic rules

1. Use of a compass at street sprint orienteering events is not necessary and very much useful. It is better to orient on the houses and streets, real objects.
2. You do not need to learn control description codes and to check number at each control point (CP) on the course. In category **ELITE** (MW21) you have numbers of control points already in correct order. Easier way to know which number is next.

Before Start

3. Before start concentrate and think about the map. Think about the scale of the map, control description of first three CPs, check in which direction you run from the start and how you will get the map from the starter. Focus your concentration on first three controls, running and finding the right rhythm.

Start

4. **Start is IMPORTANT!** First try to get familiar with the map and terrain to get the self-confidence. Your start shouldn't be too fast, rather be more careful about navigation. Take the map and look at the course leg by leg. It should be a quick look (5-7's), but still you should get an overview of the course and challenges ahead. First CP should be 100% correct: **Speed should not be too fast! Your orienteering has to decide the speed on this leg!**
5. If it is a Swedish type of start (a corridor leading to the start of orienteering (marker in nature/triangle on the map - usually 20-50m long) try to decide route choices for first three legs already while getting to the start point. Note: A leg is a route from one control on the course to another. In first part of the race (first 3 CP) try to avoid mistakes and keep tempo at a normal speed, so you could get the necessary self-confidence and rhythm in your navigation. You may slowly raise your tempo during this part already, but it still should be your orienteering which has to decide your speed at this part of the race. Legs should not be quicker than your brain. This is especially crucial when you have short and technical legs with lot of details and route choices at the beginning of a course.
6. You should fold the map at triangle (start control on the map) in direction of first CP. When you run you must follow your route with your finger or edge of your compass to know 100% your temporary position on the map. This is important so you know in which part of the map you must to look at each leg, have a quick look to read the route-choice again, between running or when you arrive at a CP. Usually most of the amateur runners do this only at a CP, but ELITE runners do this task already when they are running the previous leg and leave the control knowing where they are heading on the following leg. This saves them precious seconds on each of the legs.
7. For good result you must trust in yourself. And the self-confidence is something you can "win" in first part of the



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race. So, don't throw away your chance already at the beginning of the race! Your focus should be on the map reading, not your running tempo. Route choice decision is an important thing, but you should not waste too much time because of that. Your decisions should be fast and you mustn't wait too long to make the decision about which way to go. Usually the differences between the route-choices in Sprint are just a couple of seconds, so spending 15 seconds thinking about whether to go left or right would be in this context just a waste of time. After every leg you finish, forget about the past and just focus on what is to come in the race. You can't focus on everything, as there is not enough time. Everything is happening to fast in sprint, so you better think only about one or two things (a route-choice, your position and your speed).

Race started!

8. Now begins the most important part of the race, which will only end with arrival in the finish. This part of the course is normally decisive, even if you don't gain time on your rivals here, go through it smoothly and thus getting the trust and self-confidence for your navigation, can win you precious seconds during latter part of the race. And for a good final result, you will need to go flawlessly through the course.
9. You don't especially need to read control description and numbers of control points during the race as well as you don't necessarily need to check the code of the unit before you punch the CP. It can be a waste of time (3-5'), on the other hand, if it is declared by the organiser that there would be more controls in the area than just the ones used on your course, you should at least make sure about the code number in such a case. Read control description only if you can't see exactly position of control point and read the object from the map. This is usually when you have more of the same objects in the circle or if there are many details in the circle and you can't figure out at which the CP would be located.
10. **Important!** It is not allowed to have two same control descriptions at two control points in a line. Also it is not allowed that two control points for different categories are placed very close to each other with the same control description (same object and position). This is valid for the IOF events, where there are more or less just two categories. Be careful if you have this type of pair on control description on your sheet. You must check this already in a start corridor and remember to be more careful while going through these control points.
11. If this problem is already written in bulletin than you could eliminate it by paying special attention to it in your mental preparation before the race. In no case you should punch a wrong control point! But don't panic, in 99.9% of the cases, when you read map correctly the control point it is always there. **Trust in yourself!**
12. Do not think too much about route choices for each leg. It is not justified reason to slow down your tempo. **Normally you loose more if you think about route choices and trying to decide which route is faster, than if you just make a quick decision for which you immediately go, even if this means you choose a slower route. But once you decide for a route, just focus on how to run it as fast as possible, since this moment, nothing else should be on your mind.**
13. It is normally that you have more than one route choice for each leg. If you have time it is advisable that you look right and left on the map for the next leg already at a previous leg to see which route could be faster or what the options are. If you don't have time for it or if you forget about it, just run the first route you see and try to decide a route for the next leg. (As mentioned before, normally you loose more time if you stop and think about the route-choice).
14. Don't correct direction, attack-point position and/or route-choice when you already make the decision, if it is not an important loss. Doing this would only result in loss of concentration, more stops, additional looking on the map and one more time wasted by decisions about a route-choice for the same leg. It is better that you just focus on next leg, and give yourself a chance to choose a better route next time – preferably the 'optimal' route choice.
15. Because it is not possible to hold same tempo trough the whole course try to compensate tempo at each leg with map reading at the right moment.
16. For each leg it is wise to decide an attack point. Let's say it could be a crossing just before a control or the most recognisable object in the proximity of the control. This point should be visible from before you arrive at a CP, even if it is actually located over it (Yes! Sometimes even objects located over the control can be very useful attack points if they can be seen from before the control). Don't think only about running from one CP to another. Also think about areas, where it can be useful to read the map with the minimum time lost. It is important that you remember that you must each time read the map at this point even if you are just running a very short or very simple leg.
17. Going from an attack point to a CP, you should decide a route-choice for the next leg. This route-choice decision you can do already before reaching this point, but at least it should be made on this part any leg. In this way you loose less time then with stops at control points, you also do not lose the rhythm or you get flow in reading the map. Stopping at controls is often a reason for losing additional time (5-10' at each of the controls).
18. Running from an attack point to a control is advisable to do at a relatively slower pace (the smallest loss of time) so you give your self time to make decision about the next leg. If you know how you will find the control, you can also turn around your map already to have it oriented for the next leg. The more experienced you are, the less effort you have doing this, because you do everything spontaneously already when running. But no matter what, you need 100% concentration and self-confidence when doing this. And also, if you think that you are not skilled



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enough to perform this task, it is better that you turn your map in the first part of the next leg.

19. When you pass the attack point and you know how to find the control, all you have to do is to think about the way out of the control. But you must read the map for the whole next leg to decide the **way out of the control**, which you should do at least in this part of each leg (find running direction for the next leg). If you don't do it, you may end up acting under stress at a control, which **often leads to mistake and loss of time!** Try to follow your position with the finger so you know where you are.
20. When you arrive at control points try to concentrate to punch as quickly as you can. If a control unit is not fixed, grab it with one hand and hold it to punch without a problem. It is important to spend as little time as possible in this action.
21. After you punch the control and you know where to go, you can raise the tempo. Run to the next attack point with the highest speed.
22. Try to choose route-choices which are clear and easy to navigate on, even if they are a little bit longer. In this way you have time to run faster and check and read the map for legs to come.
23. **Do not waste time to read details.** Route-choices with lot of details are not good, try to avoid such route-choices, and do not run through this section of map if it is not necessary. You lose time on (slower tempo, more stops, more time spent reading the map).
24. Try to run as much as possible on tracks, not on the ground and grass. If you have a chance to go back on a track, do it soon as you can.
25. Don't use route-choices with stairways if you don't have to. It is better to use parallel route without stairways. You are quicker and lose less power. You lose time when running upstairs and downstairs and there it is bigger chance that you will hurt yourself.
26. When you chose a route try to avoid long buildings and streets which have 90° degrees corners. You lose time, because you must run much longer route and also negotiating sharp corners slows you down and takes away your energy as you have to speed up again.
27. Sometimes it is better to use for one part of leg the same route from where you arrived, because you know the area already from the previous leg and as a result you can run much faster. You do not need to think. Expect this option more than once on the course. Be careful at CPs with sharp angle for the way out. You must be 100% concentrated, because mind and body wants to go forward!
28. On longer legs try to chose route choice for next two legs.
29. In case you run in steep terrain you can expect route choice where run on contours. It is probably longer route but less exhausting and often faster. Such route-choices are crucial, as on these there are the biggest differences among athletes.
30. Magnetic lines or connecting lines between two control points can be a disturbing factor. When you look for possible route-choice you should not think about them. Sometimes course setter is forced to make the line connecting two controls not in a straight line because of forbidden areas or crossing of two legs, as it allows him then to show all details and objects drawn on the map. So looking at the lines in such cases can cause a loss of time, as runners subconsciously tend to look for route-choices close to the lines.
31. Additional symbols drawn on the map (crossing points, passages and similar) are not a rarity during Sprint events. They are there because of traffic regulations (streets not closed down for traffic) and they tell you where to cross the streets. If they are drawn in purple, it is compulsory to cross the streets where marked with the signs.
32. When control points are following at very sharp angles you could also decide route choices without turning the map. Try to turn map before you arrive at the control point. You are already preparing yourself for the next control. It is very difficult to do it on the whole course because you must be 100% concentrated all the way. Do these if you are sure that it is worth it - train the procedure.

Getting close to finish

33. Save concentration also for last CP! CP should be always where you expect it! Trust yourself. Do not panic and get disturbed by spectators. Sometimes you may not see the CP straight away over the mass of people gathered around it.
34. Run with full speed to the finish; although you think that have no energy left to do it. Often there are tenths of a second deciding a Sprint race.

ONLY SPRINT RACE WITHOUT ERRORS COUNT

After the event

35. After the event you must look at your mistakes for every leg and try to find faster route choices. Ask and compare your choices also with your competitors.
36. At home analyze how much time you lose at each leg (splits analyze). Try to figure out if this is because of errors or you have too slow run. Summarized all mistakes and compare with the winner time.



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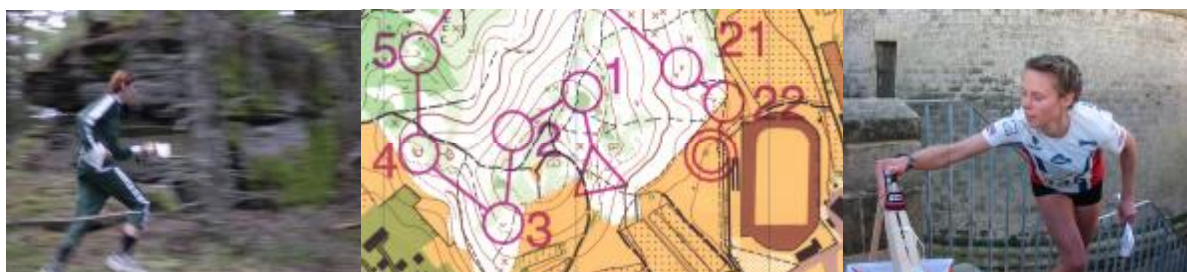
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37. With analyze try to write down which rules you didn't take in consideration, forgot to do or you have difficulties on the course.
38. Analyze way you lose concentration (tiredness – condition, tempo, map reading problems, additional signs, reading details, too much time to make route choice decision).
39. Try to improve your technique step by step – priority.
40. Try to learn your unique procedure, so you will know how to repeat ritual at each leg. You must be able to run trough the whole course without stopping because of map reading. High speed trough whole course.
41. Procedure: Map reading/route choice1 (first part of the leg). In second part of the leg: attack point, map reading/route choice2 (way out, next leg), punching the control, way out, full speed and repeat. ABC for good sprint + concentration and high tempo.
42. You could hold your concentration on high level only if you trust yourself and you know that your map reading ability are excellent also combined with high speed.
43. Good result will come for sure.

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Welcome to the National sprint championship in PIRAN SPRINT - PIRAN 2006



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